

MAINTENANCE ADVISORY LIST

AVIATION SYSTEM STANDARDS

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Maintenance advisories are submitted to AVN-328 for implementation via
Request For Action Form, VN 4100-170 or an E:Mail.

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MAINTENANCE ADVISORY # 1 - October 2, 2002

TO ALL,

**AUXILIARY AIR CONDITIONER EVAPORATOR BLOWER MOTOR
WIRING, B-300**

CAUTION

The **NEW TYPE** evaporator blower motor P/N 1250314-1 for the R-134 Aux Air System **MUST** be wired for a clockwise (CW) rotation (looking at the aft end of the motor housing), the motor **red (orange) wire is ground** and **the black wire goes to +28 vdc.**

There may be a situation where you may still have some of the original red and black wiring still on the aircraft from the old type motor. If this happens you will need to check the wires with a Volt Ohmmeter to determine which one is power and which is ground. The motor will produce airflow running either direction, but it will only supply the proper volume of airflow, if the motor is turning clockwise (CW).

On the old type motor the **red (orange) wire is + 28 vdc** and **the black wire is ground.**

MAINTENANCE ADVISORY # 2 - October 9, 2002

TO ALL,

AIRCRAFT CLEANING AND LUBRICATION, B-300

The lack of gear lubing after washing aircraft continues to be a problem. Take appropriate action as outlined in following annotation:

Card # 0101 Aircraft Cleaning, B-300

NOTE: When landing gear, wheel well, or flaps are washed, be sure to re-lubricate these areas. Use applicable lube for procedures as required.

2401 – Nose Gear

6401 – Main Gear

7401 – Flap Tracks (Item 9 only)

MAINTENANCE ADVISORY # 3 - October 29, 2002

TO ALL,

TAIL STROBE ELECTRICAL CABLE INTERFERENCE, B-300

An "Aeronautical Occurrence" was filed on 06/11/02 when the flight crew, on N66, found binding in the elevator control during their preflight. The Atlanta Maintenance Crew found the electrical connector to the upper tail strobe light interfering with the elevator push rod. Please be advised of the possibility of interference between the electrical connector, the upper elevator push rod and the upper aft fairing when working in this area.

MAINTENANCE ADVISORY #4 – August 17, 2004

TO ALL,

BRAKES DRAGGING, NOT RELEASING, FLUID STREAKS, etc., B-300

There have been problems with brakes dragging, not releasing, locking up, fluid streaks on fuselage etc. The cause of these problems was found to be a clogged orifice at the brake reservoir.

MAINTENANCE ADVISORY #5 – August 23, 2004

TO ALL,

**LOCATION OF CREW DOOR WARNING CONTROL BOX INCONSISTENT
WITH DEPICTION SHOW IN TI 4107.4, L-60**

For FIAS, location of the crew door warning control box may be found approximately 30 inches AFT of FWD crew door directly under the access panel between the LH seat rails (where life raft container and spare storage unit are mounted). Control box is hidden under insulation.